



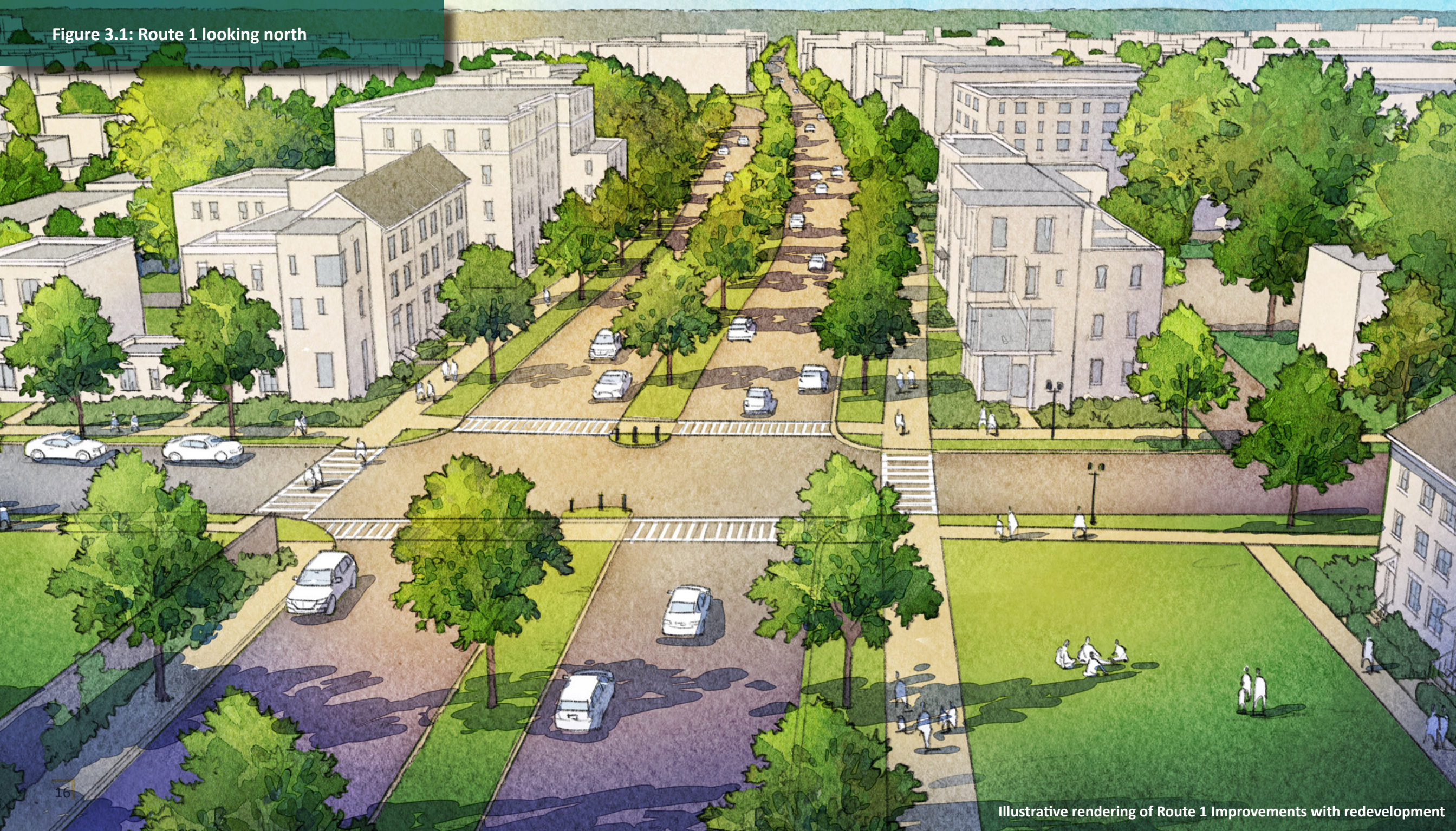
03 PLANNING, LAND USE, & DESIGN

GUIDING PRINCIPLE: BUILDING AND SITE DESIGN THAT COMPLEMENTS AND CONTRIBUTES TO THE NEIGHBORHOOD

The current design of Route 1 in this area emphasizes moving vehicles through the neighborhood rather than balancing movement by people, bikes, and cars within the neighborhood. Limited connectivity across Route 1 creates a challenging environment for people walking and biking, and the area lacks an appropriate gateway entry into the neighborhood and the city.

This Strategy strives to reconnect the people and the neighborhoods through planning, land use and design. Public and private investment can make the area safer and more attractive for people walking and biking, and otherwise moving in and across streets, improve the quality of public and open space, and create an enhanced gateway entrance to the city. This transformation will knit the neighborhoods on the east and west sides of Route 1 together and signal to those traveling through that they have entered Alexandria but also a community, one where the sidewalks and open spaces are active with people encountering one another and enjoying their neighborhood, one that is inclusive and accessible. Figure 3.1 provides an illustrative vision for the future.

Figure 3.1: Route 1 looking north





PLANNING

This Strategy recommends zoning and height incentives for potential redevelopment sites (Figure 3.2) within the core area as detailed in the development summary table (Table 1) to achieve the affordable housing recommendations. The potential redevelopment sites are limited to the commercial sites on Route 1 south of Gibbon Street and the affordable housing sites. Existing zoning and building heights outside of the core area are not proposed to change with this Strategy. Future redevelopment will be subject to the City's development review process and will implement this Strategy's planning, land use and design recommendations. In addition, a portion of the core area lies within the Old and Historic Alexandria District (OHAD), as shown in Figure 3.2, and buildings located wholly or partially within the OHAD boundary will be subject to Board of Architectural Review.

LAND USE

The existing land uses in the core area are a mix of multi-family residential and auto-related commercial uses. For the redevelopment sites, the Strategy recommends predominantly residential uses to ensure compatibility with the adjoining residential uses (Figures 3.3). Residential uses may also include senior housing to allow for aging in place and a diversity of housing types. Residential uses are anticipated to include a variety of building types, including multi-family and townhouses, to ensure a mix of building heights and forms compatible with the neighborhood.

The Strategy maintains flexibility for future accessory ground floor commercial uses that may be appropriate and positively contribute to the neighborhood. Proposed ground floor accessory commercial uses will be considered as part of the development review process for each site.

Figure 3.2: Potential Redevelopment Sites

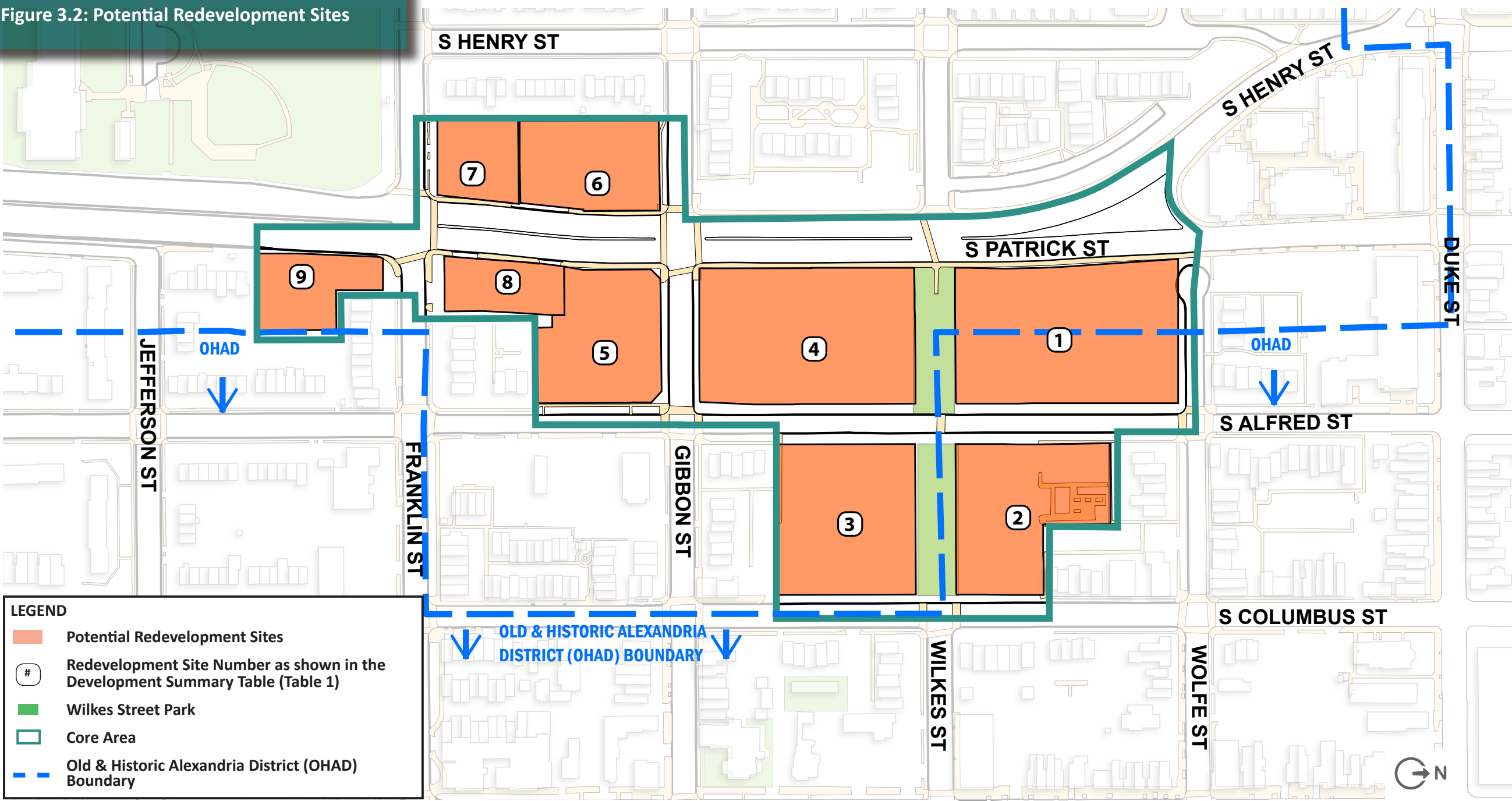
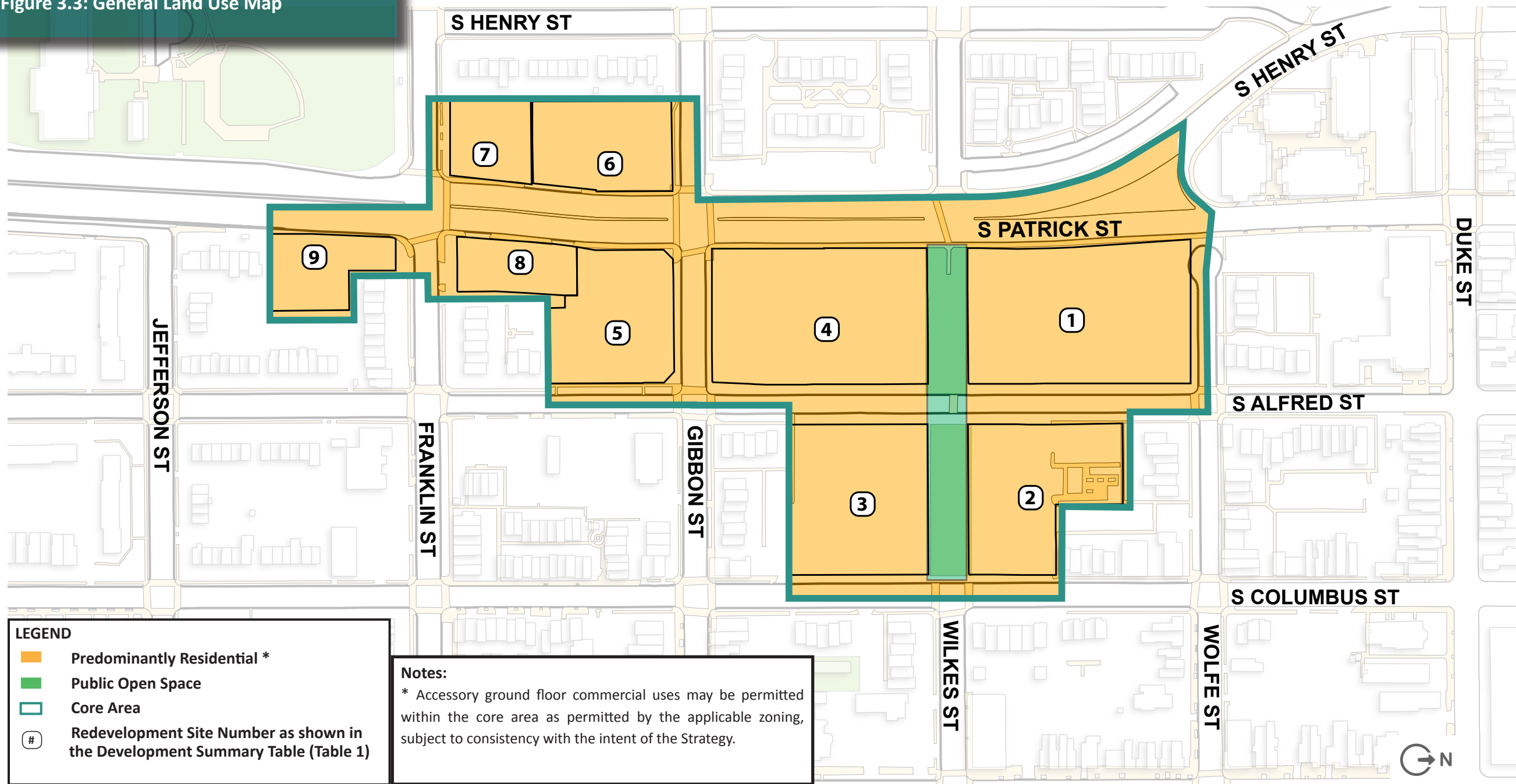
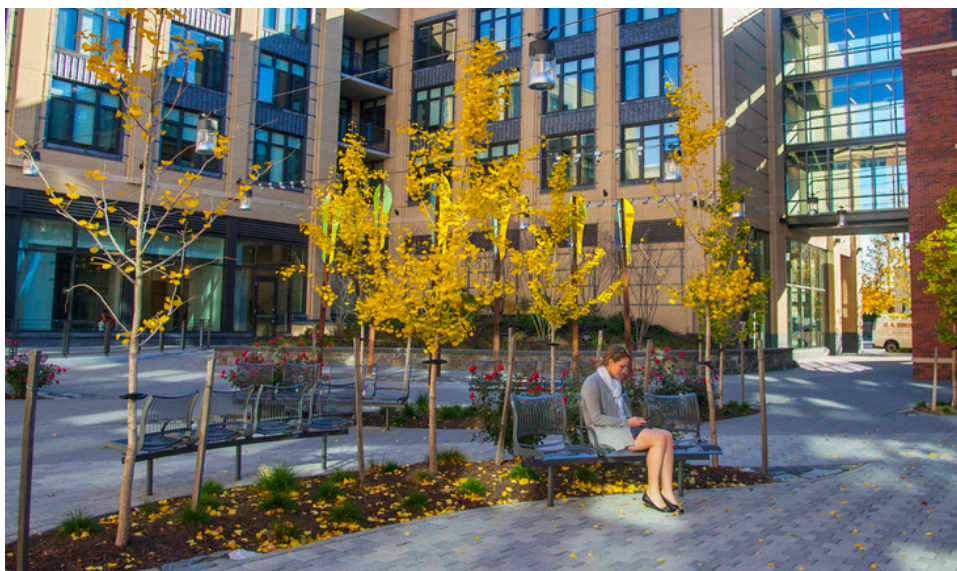


Figure 3.3: General Land Use Map





URBAN DESIGN

Within redevelopment, the buildings will create a well-defined edge, also known as the building streetwall, to frame the public streets and open spaces. The streetwall provides a sense of spatial definition so that the street (and Wilkes Street open space) functions as an outdoor room and reinforces pedestrian activity on the sidewalk. Because it is the portion of the building which is experienced most by pedestrians, the design, location and quality of the building fronting the street (and Wilkes Street open space) should be given the most attention and the highest quality design and materials. While the streetwall is important, it is also important that some of the buildings have building breaks, front yards, recesses, and courtyards, which are a character defining elements of this neighborhood. In addition, buildings defining the edge of the street will better aid in calming traffic on Route 1 South and the neighborhood streets and provide a more welcoming environment for pedestrians by reinforcing that this area is a neighborhood and an extension of the existing city fabric.

IMPORTANCE OF DESIGN

As these sites are redeveloped, buildings, open space and the public realm will be held to high standards of quality and design, ensuring that redevelopment provides value to the neighborhood and to the city, while fulfilling the goals of the Strategy. Therefore, future redevelopment will comply with the Strategy's site standards to shape and improve the public realm, tree preservation, site and building design, and open space. The site standards are intended to ensure neighborhood compatibility.

STREETSCAPE

Through redevelopment, this Strategy recommends significant improvements to the streetscape – the public realm or spaces between buildings – to provide spaces for public encounter that engage the human senses and contribute to the beauty of the neighborhood. Improved sidewalks, street trees and landscaping are an integral part of the streetscape. The Strategy recommends, where feasible, that existing large street trees be retained (Figure 3.4) as part of the development review process. Further, the Strategy recommends that as part of redevelopment, a landscape area and sidewalk be provided to create a safe buffer between pedestrians and Route 1, and buildings are positioned to reinforce the public realm as depicted in Figures 3.5, 3.6 and 3.7, based on the street typologies established in the City's Complete Street Guidelines.

Figure 3.4: Streetscape and Open Space Opportunities

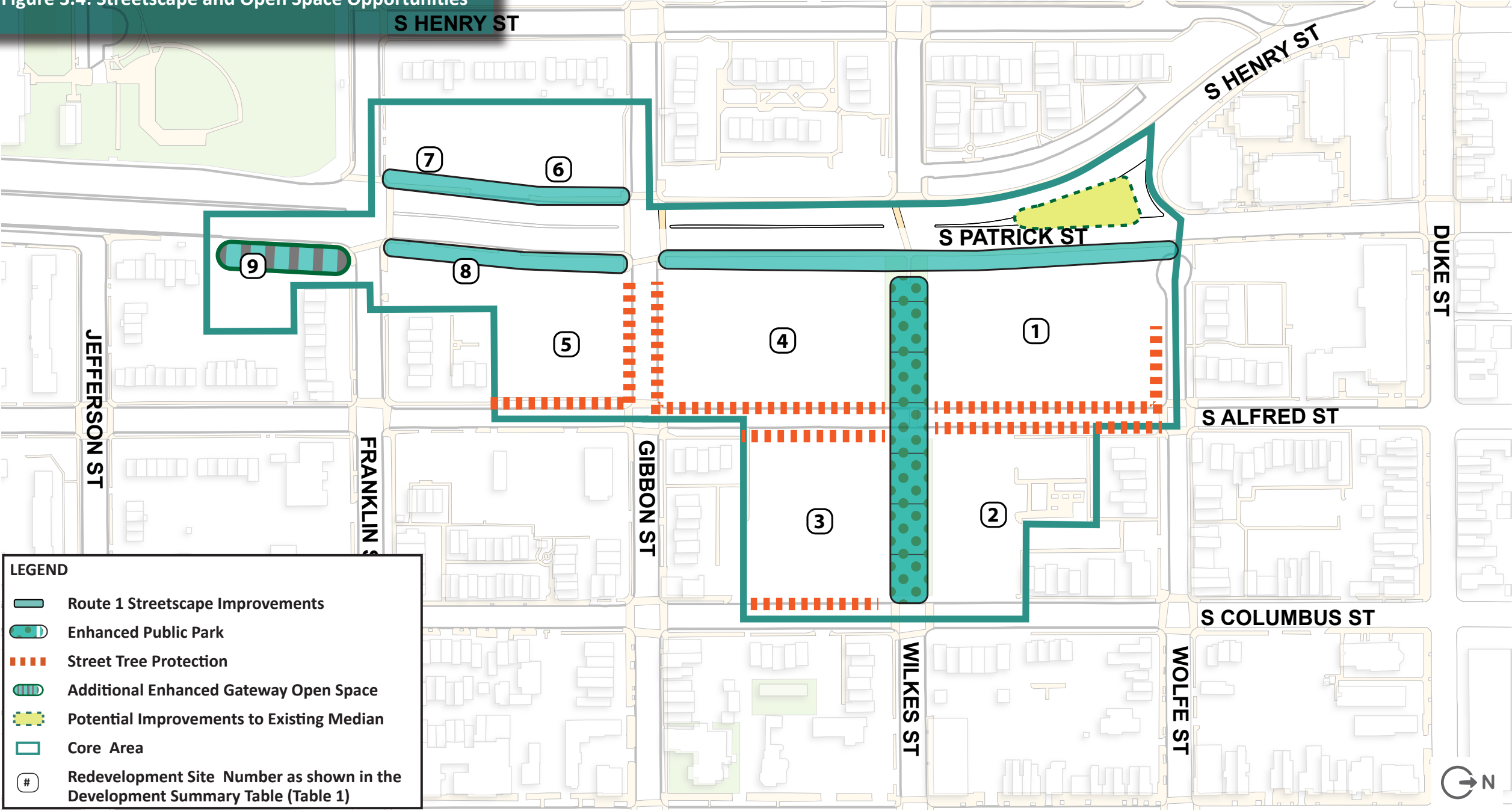


Figure 3.5: Route 1 South Street Section

Street Typology: Mixed-Use Boulevard

LEGEND

Amenity Zone

Pedestrian Zone Area

Frontage Zone

Landscaped Median

Reduce traffic lanes areas

P/L

Property Line

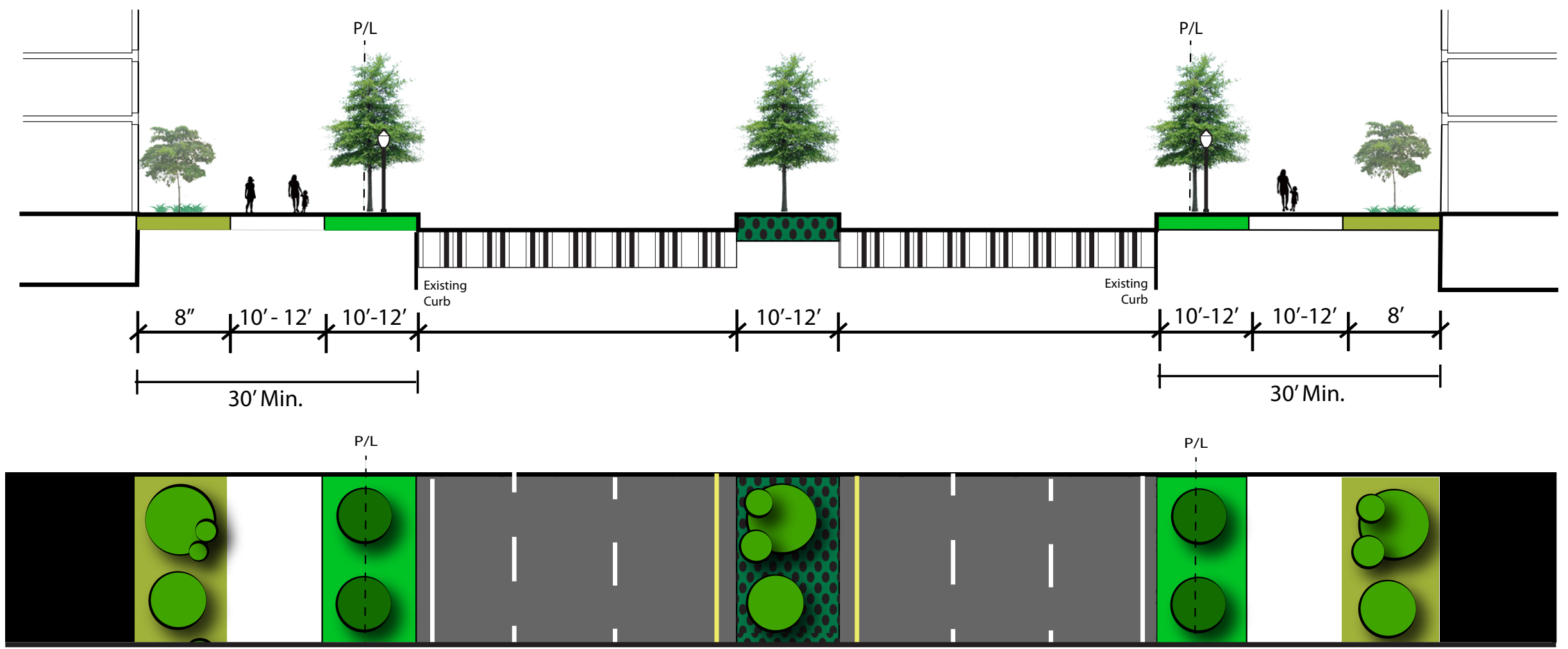
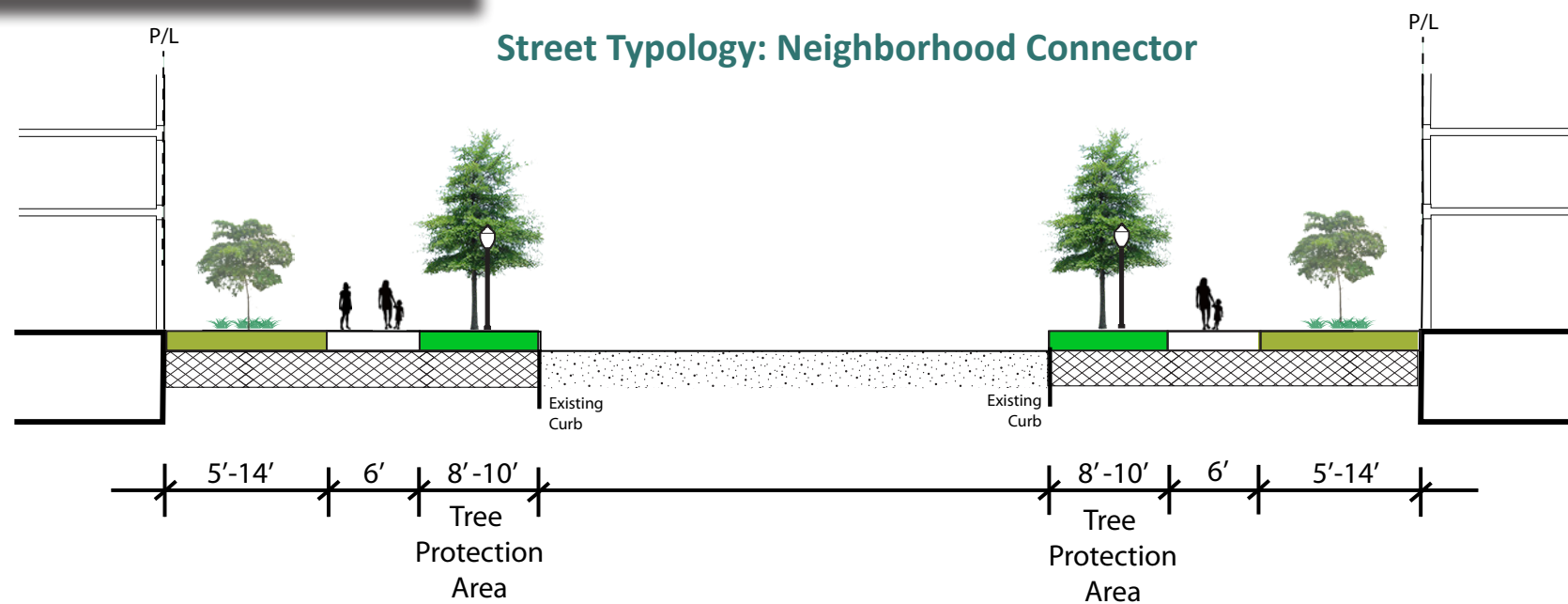


Figure 3.6: Franklin and Gibbon Streets Section



LEGEND

- Amenity Zone
- Pedestrian Zone Area
- Frontage Zone
- P/L Property Line

Notes (Figures 3.5, 3.6, 3.7):

1. Final dimensions may vary slightly based on actual survey data.
2. Where additional area is needed for the streetscape, it will be dedicated as right-of-way or a public access easement.

Figure 3.7: Alfred and Wolfe Streets Section

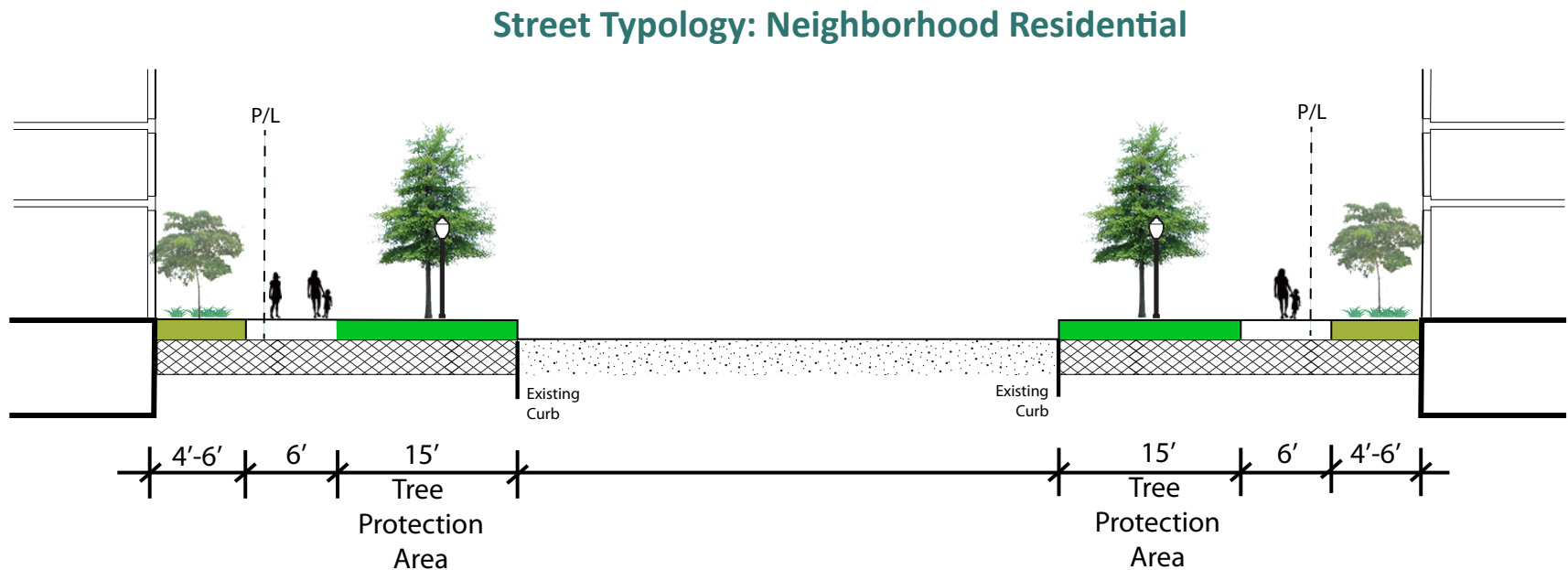
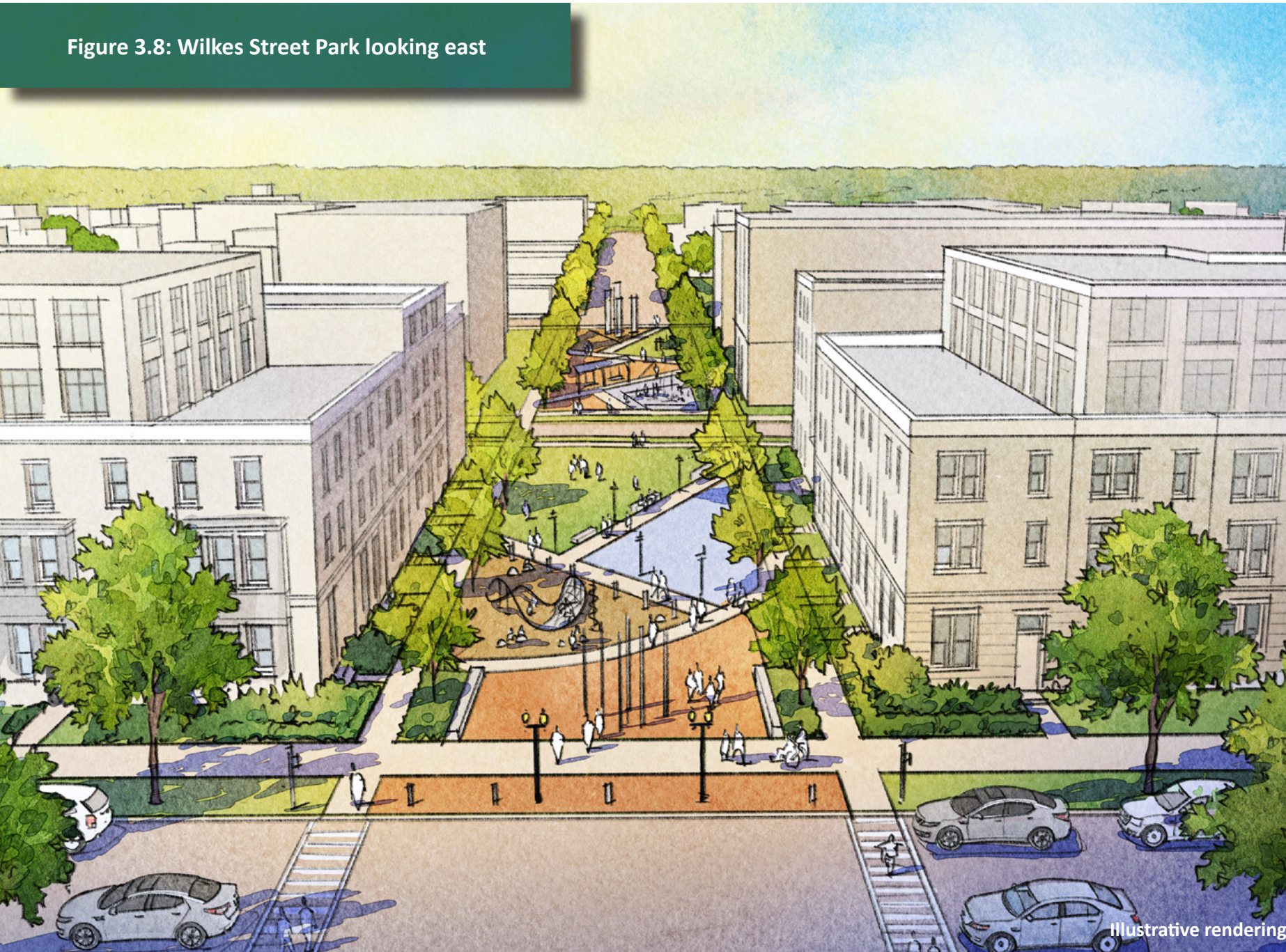


Figure 3.8: Wilkes Street Park looking east



OPEN SPACE

The Strategy recommends that with redevelopment, the existing approximately one-acre Wilkes Street public open space be improved for use as a public park, intended to include play areas, seating, and open passive areas that will be designed to be accessible and accommodating to all ages and abilities. This improvement will be implemented by adjacent property owners through redevelopment with all applicable approvals. At that time, pathways for pedestrians, cyclists, and those using other ways to move will be designed. There will be opportunity during the design review process for community input into the design of the park.

The Wilkes Street public park (Figure 3.8) will be a visual and functional green connection for people rather than cars between the neighborhood east to the Wilkes Street Tunnel and west to the open spaces created by the cemeteries. The improvements of the Wilkes Street public park also present an opportunity to incorporate the history of the neighborhood through interpretive design elements.



Figure 3.9: Urban Design Elements

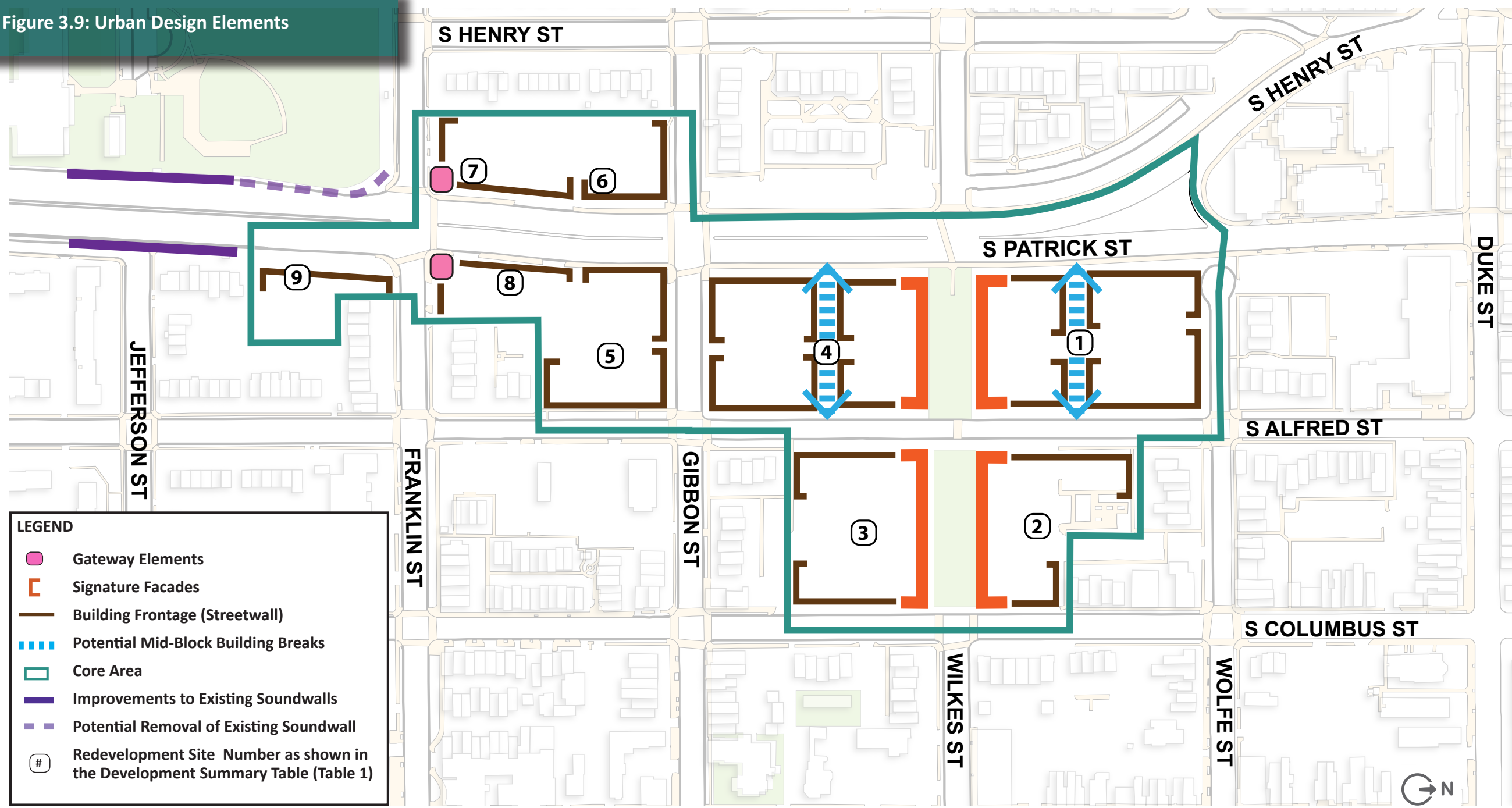
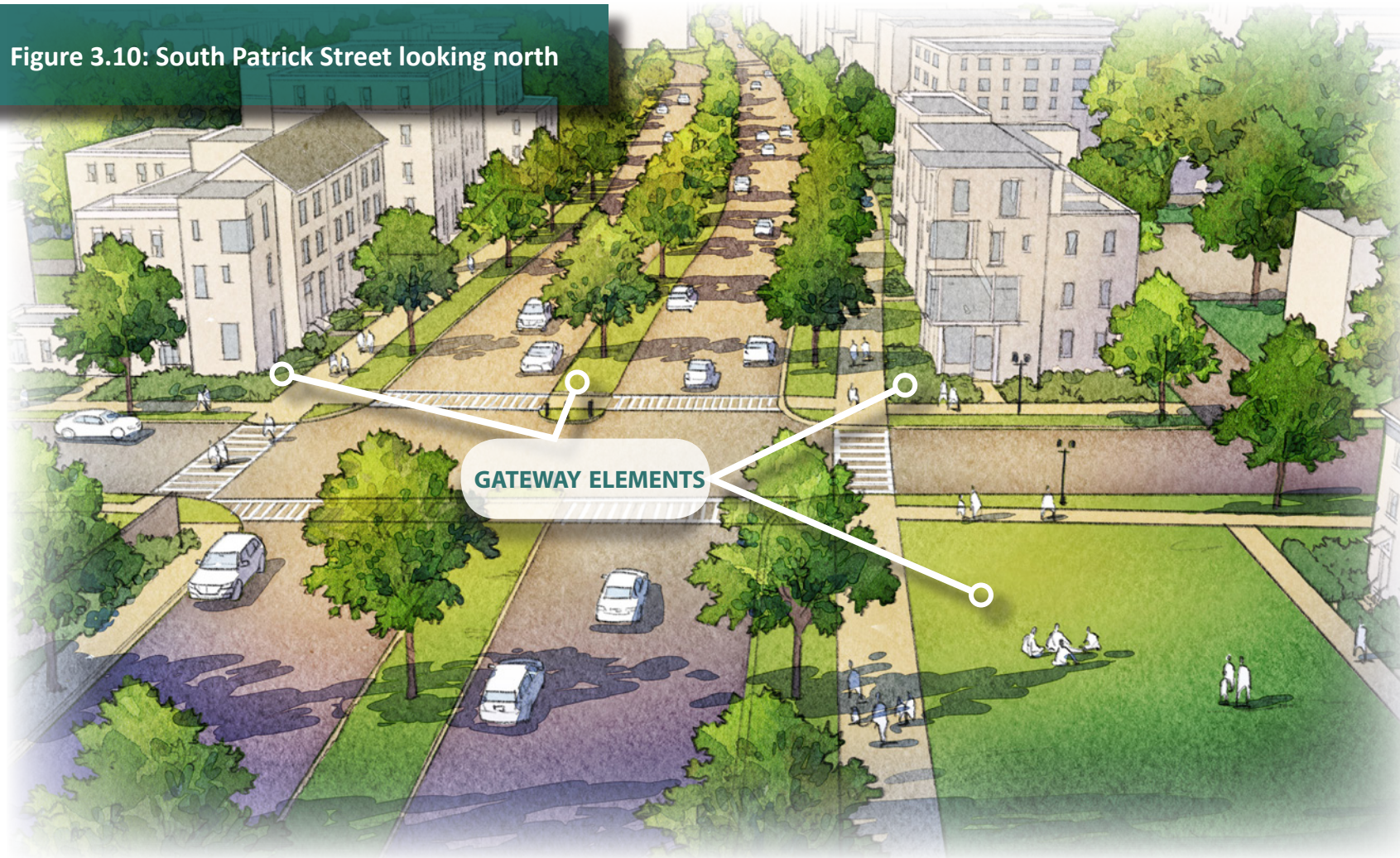


Figure 3.10: South Patrick Street looking north



GATEWAY ELEMENTS

Through redevelopment, the Strategy recommends introducing new elements that announce this area of entry to the neighborhood and city. The gateway will be expressed through the provision of open space and building massing that reinforce the importance of this intersection. The recommended scale, character, elements, and orientation of new buildings will emphasize and reinforce the gateway as depicted in Figures 3.9 and 3.10.

SIGNATURE FACADES

Signature facades are building frontages which utilize high levels of design and materials to reinforce their prominent visual and civic location. The Strategy recommends that the buildings fronting onto the Wilkes Street public park have signature facades due to their visually prominent location on this important gathering area within the neighborhood as depicted in Figure 3.9.

MID-BLOCK BUILDING BREAKS

For sites 1 and 4, the Strategy recommends that as part of the redevelopment, mid-block building breaks be provided as depicted in Figure 3.9.

PARKING

Parking for the residential multi-family buildings will be provided underground. Accommodating the parking underground instead of on existing surface parking lots fronting onto Route 1 and neighborhood streets will improve the pedestrian experience and allow for better consolidated usable ground level open space. Parking for townhouses will be accessed from a rear alley resulting in fewer curb cuts on the street frontage which creates a better environment for pedestrians and retains on-street parking.

Figure 3.11a + b: Building Heights - Examples of Building Transitions, Articulation, and Massing

Figure 3.11a: Building Transitions

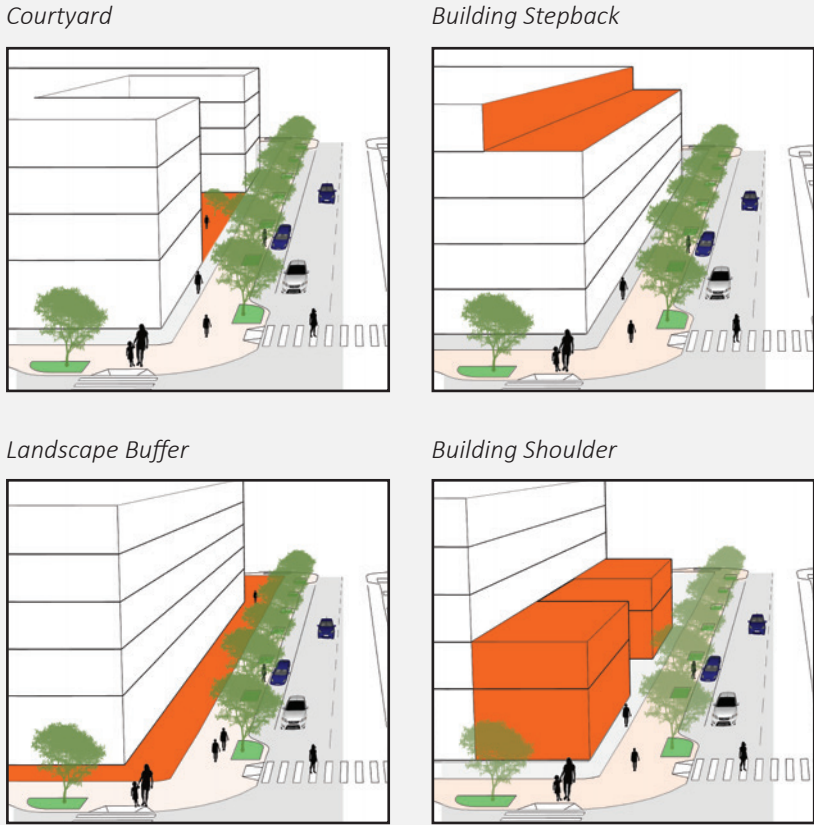


Figure 3.11b: Articulation and Massing



HEIGHT AND MASSING

Current allowed building heights for the redevelopment sites are 45 feet for the properties within the RB zone, up to 50 feet for commercially zoned properties along Route 1, and up to 62 feet for The Heritage at Old Town midrise building zoned RC. This Strategy recommends an increase to 55 feet on a limited number of blocks primarily along Route 1, to enable the return of affordable housing with redevelopment and to enable the redevelopment of the commercial properties. (Figure 3.12).

The Strategy's approach to height is to provide a variety of building heights and appropriate height transitions to the existing neighborhood, and to use buildings and open space to denote the gateway entrance to the neighborhood and the city.

VARIETY OF BUILDING HEIGHT

A defining element of the existing neighborhood character is the variety of building heights, differing scales and relatively small components within the buildings. As sites redevelop, it will be important that buildings provide height variation, building stepbacks, and other comparable approaches.

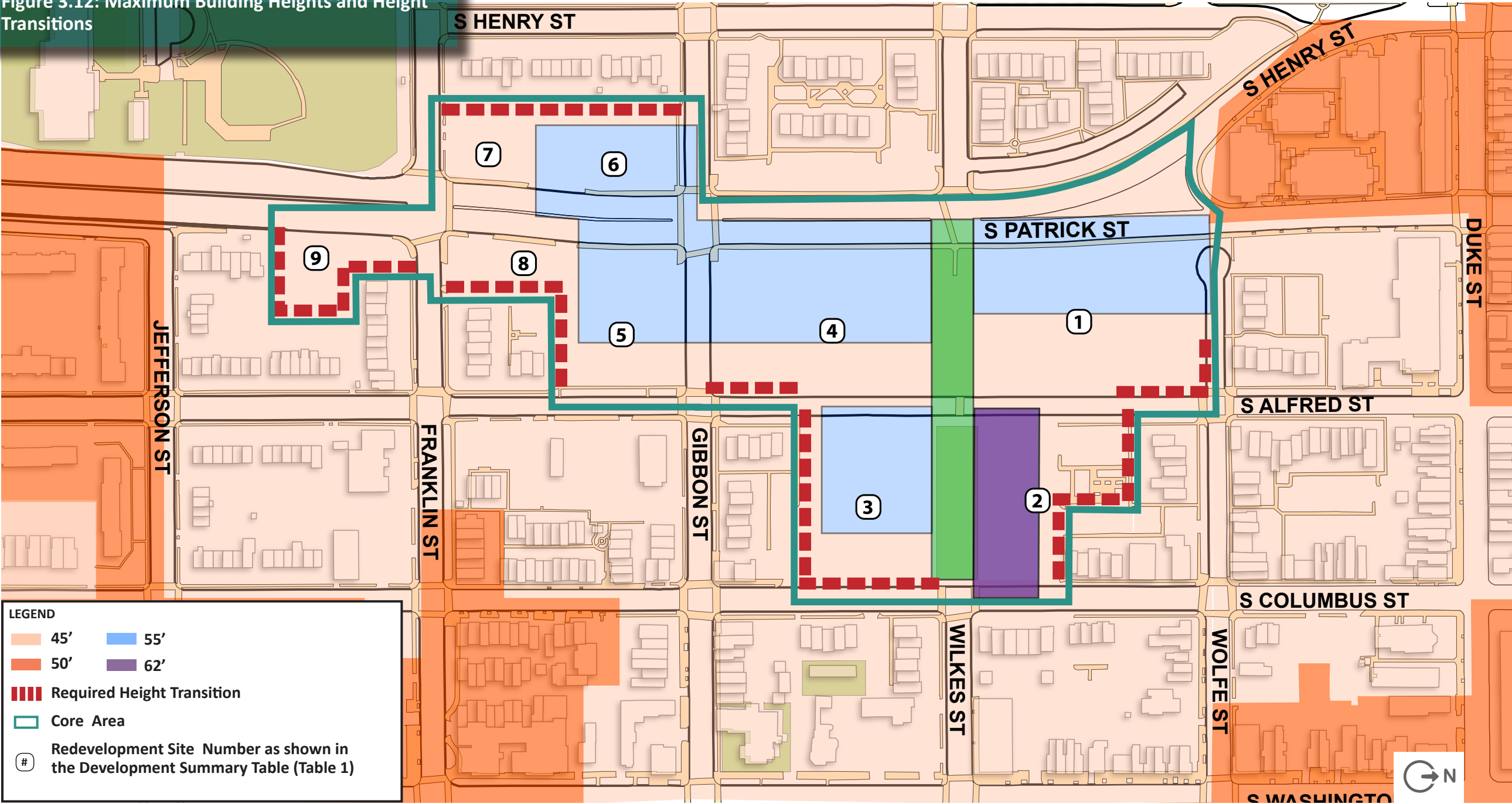
BUILDING HEIGHT TRANSITIONS

To ensure appropriate building height transitions between new and existing buildings, new buildings will be required to step down in height and/or provide a courtyard, stepback, building setback-landscape buffer, or building shoulder as shown in Figure 3.11. In particular, height transitions will be required in locations adjacent to existing lower scale buildings as depicted in Figure 3.12. The type of building transitions will be determined as part of the development review process, based on the context of each site.

BUILDING ARTICULATION AND MASSING

An important element for new buildings will be variety in the building "streetwall" through elements such as building recesses, building bays and porches. These are important human scale elements that prevent "flat" facades and enable the new buildings to incorporate character defining elements from the neighborhood.

Figure 3.12: Maximum Building Heights and Height Transitions



Alfred Street looking south



FLOOR AREA RATIO

Simply defined, a Floor Area Ratio (FAR) is a tool used to show the mass of a building by calculating the ratio between the building square footage and the lot square footage. The FAR calculation used by the City is defined in the City Zoning Ordinance.

ZONING

The existing zoning for the potential redevelopment sites within the core area range from CL- Commercial Low, CSL- Commercial Service Low and RB- Townhouse zone as shown in Table 1. The existing zoning is intended for car-oriented uses on Route 1 and townhouses on the remainder of the sites. To achieve the affordable housing objectives of the Strategy, a new zone is recommended for the affordable housing sites. Consistent with the objectives of the Housing Master Plan to expand options for affordable housing in the City, this new zone will become a new tool in the City's overall affordable housing program, in addition to the existing Bonus Density Program.

The new zone will allow additional Floor Area Ratio (FAR) to incentivize retention of the existing 215 affordable units, in a manner consistent with the recommendations of this Strategy. In addition, a rezoning of the commercial uses on Route 1 is recommended to incentivize redevelopment consistent with the intent of the Strategy. As shown in Table 1, the Strategy recommends a FAR between 2.0 – 3.0 on the redevelopment sites. Land use for the new zone will be multi-family uses, townhouses, and ground floor commercial uses. The additional floor area provided by the new zone is available to the affordable housing sites (1, 2, 3, 4 and 5) that provide the recommended committed affordable housing units. The additional floor area provided by a rezoning is available to the commercial sites (5, 6, 7 and 8) that meet the intent of the Strategy. Rezoned properties (Figure 3.13 - Parcels Recommended for Rezoning) are also subject to all other recommendations of the Strategy.

In addition, this Strategy recommends that the Wilkes Street public park be rezoned from RB (Residential) to POS (Public Open Space) to ensure long term retention of this important public park.

Figure 3.13: Parcels Recommended for Rezoning

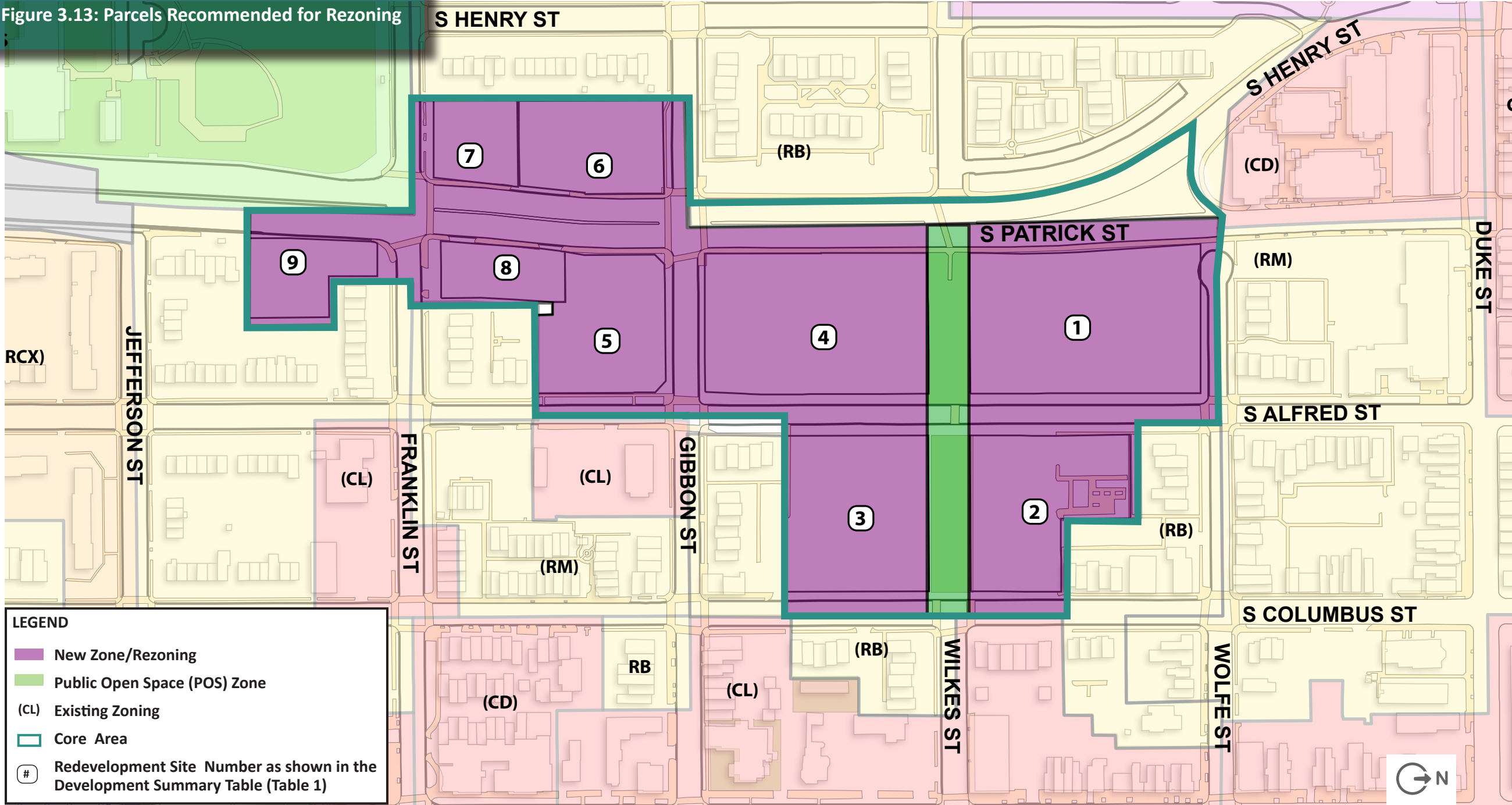


Table 1: Development Summary Table

SITE				EXISTING CONDITIONS			RECOMMENDED DEVELOPMENT		
BLOCK	SITE (1)	ADDRESS	PARCEL SIZE (2)	EXISTING ZONE	EXISTING BUILDING HEIGHT LIMIT	EXISTING LAND USE	RECOMMENDED FLOOR AREA RATIO (FAR) (3)(5)	RECOMMENDED BUILDING HEIGHT LIMIT (4)(5)	RECOMMENDED LAND USE
			SF		FT			FT	
1	The Heritage at Old Town	900 Wolfe	80,349	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
2	The Heritage at Old Town	431 Columbus	48,243	RC	62'	Residential	3.0	45'-55'	Predominantly Residential
3	Olde Towne West III	500 S Alfred	55,084	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
4	The Heritage at Old Town	510 S Patrick	78,566	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
5	Olde Towne West III	601 Alfred	40,407	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
6	West Marine	601 S Patrick	33,561	CSL	50'	Commercial	2.0	45'-55'	Predominantly Residential
7	Old Town Windows and Doors	631 S Patrick	13,280	CSL	50'	Commercial	2.0	45'-55'	Predominantly Residential
8	Speedway Gas Station	620 S Patrick	16,667	CL	45'	Commercial	2.0	45'	Predominantly Residential
9	Liberty Gas Station	700 S Patrick	20,308	CL	45'	Commercial	2.0	45'	Predominantly Residential

Notes:

- Figure 3.2 depicts sites where potential redevelopment is projected to occur over the next 15 years. The Strategy acknowledges that for various reasons some of these sites may not redevelop, however, in the event that they do, they are expected to comply with the site and design recommendations of the Strategy and applicable zoning requirements. Sites not identified in the core area may propose redevelopment but will be subject to the recommendations of the Southwest Quadrant Small Area Plan and all applicable zoning and development approvals.
- The development parcel size is based on the City's Real Estate records, not on survey data. Parcel and building sizes may be adjusted based on future survey information.
- FAR assumes future rezoning that meets the intent of the Strategy. The additional floor area provided by the new zone is available to the affordable housing sites (1, 2, 3, 4 and 5) that provide the recommended committed affordable housing units. The additional floor area provided by a rezoning is available to the commercial sites (5, 6, 7 and 8) that meet the intent of the Strategy. All rezoned properties are also subject to all other recommendations of the Strategy.
- Building height limits are depicted in Figure 3.12, which reflect maximum height for different portions of the blocks. For areas with a 55-foot height limit, an increase of five feet may be permitted for architectural embellishments, if approved as part of the development review process.
- Use of Section 7-700 will be subject to compliance with the Strategy's affordable housing, planning and land use recommendations and ensuring that the building scale is compatible with the neighborhood and intent of the Strategy. Use of Section 7-700 for bonus density and/or height requires a special use permit approval by City Council.

INFRASTRUCTURE

An important element of planning for this and any neighborhood’s future is consideration of adequate infrastructure capacity and upgrades. The identified redevelopment sites are located within the City’s combined sewer system. With redevelopment comes the opportunity to replace and update stormwater and sanitary sewer infrastructure on the identified sites to comply with current requirements, reduce the amount of stormwater runoff, and improve stormwater runoff quality through the installation of stormwater best management practices (BMPs), thus contributing to cleaner waterways.

In addition, as part of the development review process, each project will be required to complete a transportation study to determine the impact of additional development and potential mitigation measures if necessary.

SCHOOL CAPACITY

In the Long Range Educational Facilities Plan (LREFP), adopted in June 2015 by City Council and the ACPS School Board, City and ACPS staff worked closely to develop forecasting methodology for student generation and enrollment by housing type. The detailed study and methodology for enrollment projections can be found in Chapter 2 of the LREFP.

As recommended by the LREFP, City and ACPS staff recalculate enrollment projections and capacity utilization, as well as update student generation rates, annually. In addition, the City works in coordination with ACPS with each small area plan to develop an estimate of new students that could be generated by additional development, shown in Table 2, for the potential redevelopment sites in the core area. Redevelopment of the identified sites will likely occur in multiple phases over a five to 15-year period, so the additional students would not all be added at once. Also, since the stated goal of the Strategy is to retain/replace the existing affordable units and maximize opportunities for current residents to relocate locally, remain in their schools in the interim and return to the community following redevelopment, the impact of replacement affordable units should have a negligible impact on associated student generation.

While Lyles-Crouch Elementary is currently over capacity, elementary enrollment is projected to stabilize in this area over the next decade according to enrollment projections, which are jointly developed by ACPS and the City. ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are provided with safe and equitable learning environments. ACPS and the City will also coordinate future enrollment impacts on after school programming and enrollment at the Nannie J. Lee Center.



Table 2: Estimated Net New Student Generation

TOTAL ESTIMATED NET NEW STUDENTS BY PHASE AND BY SCHOOL LEVEL *	
Phase 1 (0-5 years):	4 students (comprised of approx. 2 ES, 1 MS, 1 HS)
Phase 2 (6-10 years)	18 students (comprised of approx. 9 ES, 6 MS, 3 HS)
Phase 3 (11-15 years)	1 Student (Comprised of approx. 1 ES, 0 MS, 0 HS)
Total over 3 phases	23 students (comprised of approx. 12 ES, 7 MS, 4 HS)

** Based on 2015-2017 student generation rate and estimated number of new units, which is based on average ratio of market rate to affordable units. Final number of units will be determined as part of the development review process.*

RECOMMENDATIONS

PLANNING AND LAND USE

- 3.1 Potential redevelopment sites will be subject to all requirements and applicable provisions of the Development Summary Table (Table 1).
- 3.2 Redevelopment should include a variety of housing types and building heights.
- 3.3 Redevelopment should explore opportunities to incorporate space for community neighborhood-serving facilities such as community rooms, or space for after-school tutoring and job training activities, a satellite library satellite/media center, or other community serving needs in coordination with the City.
- 3.4 Residential uses may include senior housing to allow for aging in place and a diversity of housing types.

URBAN DESIGN

Streetscape

- 3.5 Redevelopment will provide improved streetscapes for their frontages consistent with the intent of the applicable cross-sections in Figures 3.5, 3.6, and 3.7.
- 3.6 The City will explore the feasibility of landscaping, including the use of native plants, for the existing sound walls on Route 1, in consultation with the Virginia Department of Transportation (VDOT).

- 3.7 The City will explore the feasibility of removing and/or modifying the sound wall at the intersection of Franklin Street and Route 1 to reinforce the gateway envisioned by the Strategy in consultation with VDOT.
- 3.8 Streetscape and open space design should include interpretation of neighborhood history.
- 3.9 Redevelopment should retain the existing street trees as depicted in Figure 3.4 to the extent feasible.
- 3.10 Street light fixtures will be single black Dominion Virginia Power acorn lighting fixtures for all streets (except Route 1) with a standard black finish. The street light fixtures on Route 1 will be double acorn with a standard black finish.

Open Space

- 3.11 Redevelopment of sites adjacent to the Wilkes Street public park will improve the park (securing all applicable approvals) with multifunctional spaces for the use and enjoyment of people of all ages and abilities to meet the intent of the open space as described in the Strategy, and with similar design and amenities as depicted in Figure 3.8. These improvements may be considered as a part of the open space requirements for the adjacent sites.
- 3.12 Redevelopment sites should provide recreational open and public spaces for the use of building occupants.
- 3.13 Redevelopment should design and configure ground level open space to be visible from adjoining streets to the extent feasible.

Gateways

- 3.14 Redevelopment will provide gateway elements at locations as shown in Figure 3.9. The gateway elements will use distinctive building shapes and open spaces to denote their location.

Signature Facades

- 3.15 Signature façades fronting the Wilkes Street public park as depicted in Figure 3.9 will use design and materials that convey the importance of this prominent neighborhood location.

Mid-Block Pedestrian Connections

- 3.16 Mid-block pedestrian connections should be applied as depicted in Figure 3.9 to avoid long building spans while providing pedestrian circulation through sites.

Parking

- 3.17 Parking for each multi-family building (excluding stacked townhouses) will be located below grade. Some of the underground parking for sites 1, 4 or 5 may be partially exposed due to the topography of site. The exposed portion will be integrated into the building through the use of design and materials as part of the development review process.
- 3.18 Surface parking lots are prohibited.

- 3.19 Parking provided will be for the uses within the identified redevelopment site only.
- 3.20 Parking for each townhouse will be provided from a rear alley. Front loaded garages for townhouses are prohibited.

Building Height and Massing

- 3.21 Buildings will comply with the maximum building heights and appropriate building height transitions as depicted in Figure 3.12.
- 3.22 Buildings will provide appropriate building height transitions at the areas depicted in Figure 3.12 using methods such as the ones depicted in Figure 3.11. The specific type of transition will be required through the development review process.
- 3.23 Building breaks should be provided to avoid long, uninterrupted building elevations unless, during the development review process, it is determined that a comparable level of architectural variation is provided.
- 3.24 Redevelopment may include interior facing mews units only if the remainder of the units for each of the block frontages front onto the adjoining public street or public park (e.g. Printers

Site and Building Design Parameters

- 3.25 Building materials for each building will comply with the following:

- a Glass, stone, wood, brick, architectural precast concrete and/or metal;
- b Fiber cement siding and/or panels (or comparable) will be limited to 20% or less of the materials used on the building facade visible from a street or park/open space. These materials will not be permitted on “Signature Facades;” and
- c Prohibited materials include synthetic stucco and vinyl siding.

- 3.26 Residential buildings will provide a front setback of approximately 2-10 feet from the required sidewalk to provide space for individual front yards, plantings, landscaping, fences, stoops, and similar pedestrian-friendly elements.
- 3.27 Buildings will be sited parallel to the street. Irregular spacing between buildings should be avoided or minimized at the setback line, except in cases where variation is needed for gateway elements.
- 3.28 Side and rear building elevations visible from an adjoining street and/or park will be designed in a comparable manner and relate to the front facades, utilizing a similar architectural treatment.
- 3.29 Ground-floor levels for all residential uses should be elevated to avoid pedestrians being able to see directly into the windows of residential units.
- 3.30 Buildings should incorporate human scale elements such as defined entrances, bay windows and varying setbacks for courtyards and green spaces into new building design.

- 3.31 Multi-family buildings should include “townhouse-scale” elements with individual and functional entries at 20- to 30-foot intervals.

Infrastructure and School Capacity

- 3.32 Redevelopment will provide stormwater and sanitary sewer infrastructure that accommodates projected impacts and improves the sites’ environmental sustainability while meeting regulatory requirements.
- 3.33 Planning for school capacity and after school enrollment will be addressed by the City and ACPS and take into account impacts of new development.

Zoning

- 3.34 As part of the implementation of the Strategy, create a new zone to implement the recommendations of the Strategy. The zone will be predominantly for residential uses, however, ground floor commercial uses supportive of the residential use, such as day care, as well as neighborhood-serving ground floor commercial and retail uses compatible with adjacent residential uses, will be permitted. The additional floor area provided by the new zone is available to the affordable housing sites (1, 2, 3, 4 and 5) that provide the recommended committed affordable housing units. Additional floor area provided by a rezoning is available to the commercial sites (5, 6, 7 and 8) that meet the intent of the Strategy. Rezoned properties are also subject to all other recommendations of the Strategy.